7.0. TRANSPORT

7.1 BACKGROUND

Emissions from transport account for a significant proportion of greenhouse gas emissions. The UK Low Carbon Transition Plan (2009) sets a target to reduce transport-related emissions by 14% on 2008 levels, by 2020.

Nationally, Government have started to take action to work towards this target by implementing the following:

- Cutting average emissions targets from new cars.
- Putting pressure on the EU to lower emissions from vans.
- Investing in low-carbon buses.
- Supporting development of electric vehicles.
- Financing the development of ultra low-carbon vehicles and fuels for the future.
- Improving cycle storage at railway stations.

However, carbon emissions associated with road transport are still projected to increase by between 11-13% by 2020; this is in spite of improvements in conventional engine technology, which means new cars will produce 40% less emissions in 2020.

Although these national initiatives will have an impact in West Lancashire, there also remains plenty to be done to reduce transport emissions at a local level.

7.2 TRANSPORT EMISSIONS IN WEST LANCASHIRE

According to latest statistics, transport emissions account for 24% of total carbon emissions in West Lancashire, which in 2010 related to 179 kilotonnes of CO₂ (DECC, 2011).

If West Lancashire is to achieve the 14% reduction that has been applied nationally, this would require a reduction of 25 kilotonnes by 2020.

Whilst transport is the lowest contributor to the Borough’s carbon footprint, it is still accountable for a high percentage of emissions. This could be attributed to a number of factors, including the rural nature of the area, high levels of car ownership and commuting, Skelmersdale’s ideal location on the distribution network, and a limited public transport provision.
In addition to carbon dioxide (CO₂), vehicle exhaust emissions also contain other gases harmful to the environment such as nitrogen oxide (NOₓ), carbon monoxide (CO), and particulate matter (PM₁₀). Local authorities are required to monitor and assess the levels of these gases across their areas and report on the air quality levels, as required by the Environment Act, 1995.

In 2009, the air quality around the Moor Street area of Ormskirk was found to be exceeding annual air quality objectives and, in 2010, was designated as an Air Quality Management Area.

In order to reduce emissions, an Air Quality Action Plan was developed to reduce traffic congestion and address other contributing factors. Whilst these actions will help reduce CO₂ emissions, this strategy does not wish to re-iterate actions within this plan, many of which are related to transport.
7.3 A GUIDE TO REDUCING TRANSPORT EMISSIONS

7.3.1 DOMESTIC TRAVEL

If we are to make any impact on transport emissions, we will all need to take responsibility for getting out of our cars and using more sustainable means. Increasing travel on public transport (buses and trains) not only reduces carbon emissions, it will also save you money on fuel costs and reduce congestion on the roads, thus helping to improve local air quality.

The links below provide details of helpful websites that provide information and help planning a low carbon journey:

- Traveline
  Plan a journey on public transport here

- Lancashire County Council
  For local bus information

7.3.2 COMMERCIAL TRAVEL

Whether you’re in the transport and distribution business or just have staff commuting to your offices, you can still play an important part in reducing the Borough’s transport emissions.

Developing a Travel Plan for your organisation will enable delivery of a package of suitable measures to encourage staff to use an alternative to single-occupancy car use. This plan can include measures such as car-sharing schemes, provision of cycling facilities, promotion of bus services to the office, and restricted car parking, to name a few. Policies to encourage use of a local workforce and allow home working will also help to reduce the need to travel and reduce vehicle use in the area.

Should you own a vehicle fleet, measures such as regular servicing and maintenance will ensure your vehicles are running efficiently. Effective journey planning will also ensure your vehicles are not travelling further than they need to, thus reducing fuel expenses and emissions. The following links may be of interest to employers to help improve fleet management and promote sustainable travel to employees:

- Energy Saving Trust
  ‘Fleet Management advice and best practise guidance’

- Liftshare/ Shared Wheels
  ‘Promote car sharing in Lancashire’

- Edie
  ‘Tips for Greener Fleet Management’
7.3.3 CYCLING / WALKING

Cycling and walking offer many benefits. They’re an excellent way to get fit and lose weight, and they will save you money on fuel bills and avoid traffic jams. Using less fuel will also reduce CO₂ emissions contributing to climate change, and improve local air quality.

West Lancashire offers a great network of cycle/pedestrian paths to make journeys safer and more enjoyable. More information on what West Lancashire has to offer for cyclists is available from the links below.

Travelwise Lancashire
For information on cycling, walking, and car sharing

Cycle Streets
‘Cycling intelligence and journey planning for your local area’

Lancashire County Council
‘Information on all things cycling: including cycle routes, events, local cycle clubs, and training.’

Many organisations offer a ‘Cycle to Work Scheme’; this provides employees with the opportunity to purchase a bike, tax-free, through the scheme, which is then paid for through monthly deductions from your salary for one year.

This is a great way to show your organisation’s support to reduce car travel and promote healthy lifestyles by encouraging staff to cycle to work.

Cycle to Work Scheme
‘Tax-free bicycles for employees’

cyclescheme.co.uk

7.3.4 ELECTRIC VEHICLES AND CHARGING NETWORKS

The electric vehicle industry has grown significantly over recent years. Vehicle improvements and the increasing cost of fossil fuels have created an interest in electrically-powered transport which, in turn, has seen improvements in the electric vehicle charging network.

Electric vehicle chargepoints are rapidly becoming a more common sight across the UK. Users of electric vehicles require charging facilities to be easily accessible and conveniently located to instil confidence and ease in electrically-powered travel.

The location of electric vehicle chargepoints can be easily investigated on the Electric Vehicle Network website.
## 7.4 FUTURE ACTION

### 7.4.1 OBJECTIVE 7: ENCOURAGE SUSTAINABLE TRAVEL AND REDUCE TRANSPORT-RELATED EMISSIONS ACROSS THE BOROUGH

<table>
<thead>
<tr>
<th>ACTION:</th>
<th>MECHANISM:</th>
<th>POTENTIAL PARTNERS:</th>
<th>TIMESCALE:</th>
</tr>
</thead>
</table>
| Promote sustainable travel choices such as public transport, cycling, and walking. | - Promote and signpost to journey-planning facilities to encourage modal shift from the car.  
- Work in partnership with organisations already delivering promotional campaigns e.g. Lancashire County Council. | WLBC  
LCC | Ongoing |
| Investigate opportunities to work with local businesses to encourage local procurement policies. | - Promote local supply chains available in West Lancashire where possible. | WLBC  
Interested parties | Medium term |
| Identify opportunities to aid the movement of goods as efficiently as possible. | - Investigate any opportunities to minimise the transportation of goods to rural businesses in the Borough.  
- Promote journey planning, low-carbon fleet management, driver behaviour programmes etc. | WLBC  
Interested parties | Medium term |
| Support the development of low-carbon infrastructure to support sustainable travel choices. | - Provide support, where possible, into investigations for the Skelmersdale rail link.  
- Investigate demand and feasibility for an electric vehicle charging network. | WLBC  
Interested parties | Long term |